

THE ILLUSTRATED LONDON NEWS

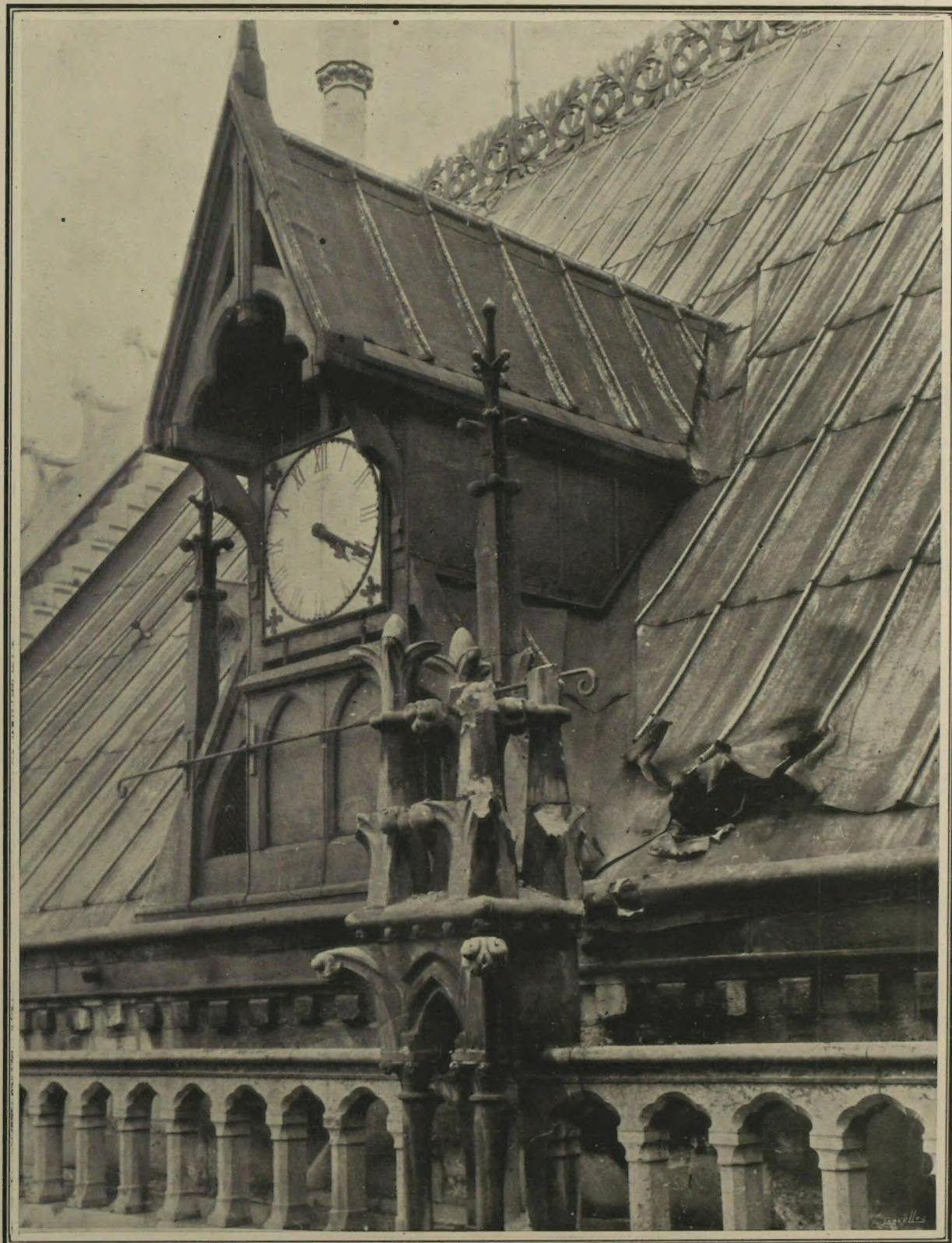
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SIXPENCE.

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NOTRE DAME HIT BY A GERMAN AIRMAN'S BOMB: THE HOLE BLOWN IN THE ROOF OF THE CATHEDRAL ON SUNDAY, OCTOBER 11.

A wanton and senseless outrage, akin to the shelling of Rheims Cathedral, was perpetrated on the afternoon of Sunday, October 11, when an incendiary bomb was dropped on Notre Dame by a German aeroplane. Two Taubes flew over Paris that day, letting fall bombs which killed three people and injured fourteen. The

bomb which struck Notre Dame hit the North Transept diagonally, as it fell from the moving aeroplane, and tore a hole through the lead of the roof, as our photograph shows, setting the roof-beams on fire and scattering bullets into the back of the clock-frame.—[PHOTOGRAPH BY L.N.A.]

THE DEFENCE OF ANTWERP BY THE BRITISH: A SKETCH MADE ON THE BATTLEFIELD.

FACSIMILE SKETCH BY H. C. SEPPINGS WRIGHT ONE OF OUR SPECIAL WAR ARTISTS AT THE FRONT.



"THE HOTTEST CORNER OF THE DEFENCE POSITION AT LIERRE": MEN OF THE ROYAL MARINES BEARING THE BRUNT OF THE GERMAN ATTACK ALONG THE LINE OF THE RIVER NETHE DURING A NIGHT ENCOUNTER.

"The subject of my sketch," says Mr. Seppings Wright in a note to this drawing, "is the fight for Lierre, on the Nethe. The Germans were pressing the attack with vigour, and occupied the major part of the village, on the opposite bank of the river. On October 4 the British reinforcements began to arrive, and by nightfall our men were entrenched in front of the bridge which spans the Nethe. Houses touch each end of this bridge. Those on the further side were set alight, which illuminated the whole village, giving a chance for our Maxims. British Marines occupied the trench shown in the foreground, and were supported on the right and left by the Belgians." Lierre was the main objective of the German attack, for near it ran the easiest road for the big siege-guns to move towards Antwerp. The Marines bore the brunt of the attack. They arrived on Sunday (October 4), and held these trenches until the Monday night, when the position was outflanked through a Belgian regiment being surprised in the night by a German ruse.

The line of the Nethe had then to be abandoned, and the defenders retired to the second line of forts. In the drawing the river passes between the nearer houses and those in the background, under the broken bridge seen in the centre, towards which the Marines in the trenches are facing. Their object was to prevent the Germans from crossing the river. With regard to the splendid work of the Marines, the "Morning Post" correspondent wrote: "Very tough fighters these first of the British forces were, and their Sunday night's work was one of the bright incidents of a dismal week. They held their trenches under a galling artillery fire. . . . I believe that hardly one German who left his trenches got back in safety, so good was our fire poured into them." The enemy's trenches are indicated in the background of the drawing at the further end of the village street, beyond the broken bridge.—[Drawing Copyrighted in the United States and Canada.]

ANTWERP'S CALVARY: FUGITIVES FROM THE STRICKEN CITY

DRAWN BY A. C. MICHAEL FROM A SKETCH BY H. C. SEPPINGS



SOON AFTER THE FIRST SHELLS OF THE BOMBARDMENT HAD FALLEN IN ANTWERP:
"A CURIOUS CRACKLING SOUND LIKE THE SOUND

Mr. Seppings Wright here illustrates one of the scenes he witnessed during the bombardment of Antwerp. With reference to his drawing he writes: "Immediately after the first bombs there was a curious crackling sound like the sound of water running over shallow rapids. As it increased in volume the cause suddenly appeared. It was the first of the refugees as they came clattering down the streets and across the square. Near the crypt of the cathedral is a very sacred shrine, representing the Crucifixion, which stands against the wall and between two buttresses. The figures are Our Saviour on the Cross, and Joseph and Mary on either side. The group of sculpture is protected from the

PAUSE TO PRAY BEFORE AN IMAGE OF THE CRUCIFIXION.

WRIGHT, ONE OF OUR SPECIAL WAR ARTISTS AT THE FRONT.



TERROR-STRICKEN INHABITANTS WHOSE APPROACH THROUGH THE STREETS MADE
OF WATER RUNNING OVER SHALLOW RAPIDS."

elements by a plain wooden roof. The sacred spot is enclosed by a balustrade of carved stone, on which are scroll-shaped tablets recording the tragedy of Calvary. As the refugees sped under the arch many found time to turn aside to the shrine and prostrate themselves in prayer before the Virgin, asking her aid in their terrible plight. We must believe that these humble prayers were answered, seeing the number of helpless people who have found asylum and sanctuary." The cathedral was not injured by the bombardment, though many buildings near were destroyed, a fact which suggests that it did not owe its escape to the German gunners.—[Drawing Copyrighted in the United States and Canada.]

THE DEFENCE OF ANTWERP BY THE BRITISH: A SKETCH MADE ON THE BATTLEFIELD.

FACSIMILE DRAWING BY H. C. SEPPINGS WRIGHT, ONE OF OUR SPECIAL WAR ARTISTS AT THE FRONT.



THE ARRIVAL OF AN "ANTWERP EXPRESS"! BRITISH BLUEJACKETS HOLDING THE TRENCHES IN THE INTERVALS OF THE INNER RING OF FORTS ROUND ANTWERP DURING "A RUTHLESS BOMBARDMENT."

In his notes to his very interesting and remarkable drawings made during the siege of Antwerp, Mr. Seppings Wright says, of the sketch here reproduced: "The inner circle of forts is further strengthened by trenches and machine-guns, and a field of wire. The forts themselves are protected by deep moats. My picture shows the Naval Division holding one of these trenches. The Germans are trying to rush the position, but were driven back. The big shell hurled over the enemy from one of the naval guns on the armoured train. A searchlight from the fort reveals the charging enemy. A big shell [facetiously called an "Antwerp Express"] broke on the edge of the trench, sending sand-bags and tons of earth into the place, almost burying our sailors, who were extricated in some cases with a good deal of difficulty. The wall of the trench for about sixty or

seventy yards is bodily blown in on the men, burying them completely. Note the field of barbed wire in front of the position." In the Admiralty account of the defence of Antwerp it was stated: "The inner line of defences was maintained during Wednesday and Thursday [October 7 and 8] while the city endured a ruthless bombardment. The behaviour of the Royal Marines and Naval Brigades in the trenches and in the field was praiseworthy to a high degree and remarkable in units so newly formed." On October 8 the Belgians and British evacuated the city, and the Germans entered it; but it was reported on the 11th that twenty-four of the Antwerp forts were still holding out against a continuous bombardment.—[Drawing Copyrighted in the United States and Canada.]

THE SIEGE OF ANTWERP: BLAZING OIL AND THE FALL OF A SHELL.

PHOTOGRAPHS BY J. H. HARE.



SET ALIGHT BY THE BELGIANS TO PREVENT THE GERMANS USING THEM: PETROL-TANKS BY THE SCHELDT ABLAZE NEAR ANTWERP.



PHOTOGRAPHED WITHIN HALF A MINUTE OF BEING HIT: A HOUSE IN A STREET CLOSE TO ANTWERP CATHEDRAL STRUCK BY A GERMAN SHELL.

A day or two before the fall of Antwerp it was reported that the Hoboken oil-tanks had been set on fire by bombs dropped from German air-ships, and that the tanks were immediately emptied to prevent the fire from spreading. When it was decided to evacuate Antwerp, the Belgians themselves set fire to stores of petrol in order that they should not be used by the Germans. The glare of the burning oil lit up the sky at night during the bombardment. On another page we reproduce two drawings of Antwerp at that time, from sketches by an

eye-witness, our artist, Mr. H. C. Seppings Wright. "The scene," he writes, "almost beggars description. Early in the day the fire was started by the Belgian soldiers setting fire to the oil-tanks. The blazing liquid poured like a torrent of flame into the canals, docks, and streets in the vicinity." The lower photograph was taken immediately after the fall of a German shell on a house, from which the dust caused by the impact can be seen rising. It may be added that the photographer was arrested by the Belgians just after he had taken it.

A GERMAN TRAP FOR BRITISH MILITARY CARS: AN INCIDENT AT SOISSONS.

DRAWN BY JOHN DE G. BRYAN FROM MATERIAL SUPPLIED BY MR. W. F. BRADLEY.



A TRICK PLAYED VERY FREQUENTLY BY GERMANS: BROKEN GLASS FROM WINE-BOTTLES SPREAD UPON A ROAD, THAT THE TYRES OF BRITISH MOTORS MAY BE LACERATED AND THE OCCUPANTS OF THE CARS HELD UP UNDER THE ENEMY'S FIRE.

The German cavalry are keen sharpshooters in some cases. Small parties of them take up positions on roads between the opposing lines during the night, and, after distributing broken wine-bottles over the ground, retire to a convenient spot and lie in ambush for the British motor which they expect will come along. The British, in their turn, endeavour to stalk the enemy in the dawn, and beat up all likely places of concealment. Mr. W. F. Bradley, who supplied the details for this drawing, was caught in one of these

man-traps in the early morning, when taking a Staff Officer and a couple of Guards to the outposts along the British front. Tearing round a bend in the road on his high-powered car, Mr. Bradley hit the usual broken bottles, and a front tyre burst. From a thicket came the usual German fire. The Britishers took cover behind the car, while Mr. Bradley put on a spare wheel with bullets spattering round him. The car party accounted for one of the Germans, who withdrew.—[Drawing Copyrighted in the United States and Canada.]

THE FALL OF ANTWERP: THE HEROIC DEFENCE BEFORE THE

PHOTOGRAPHS BY ILLUSTRATIONS BUREAU,

EVACUATION, AND THE FLIGHT OF THE CIVIL POPULATION.

C.N., NEWSPAPER ILLUSTRATIONS, AND G.P.U.



ANTWERP DEFENCES WHICH WERE NOT USED: BARBED-WIRE ENTANGLEMENTS IN A STREET OF THE CITY BEFORE THE EVACUATION.



ACTION WHICH PRECEDED THE FALL OF ANTWERP: THREE DISTINCT LEFT), AUDZGHEM (IN THE CENTRE),



ENGAGEMENTS GOING ON OUTSIDE THE CITY—AT TERMONDE (ON THE AND BERLAERE (ON THE RIGHT).



THE OUTERMOST DEFENCES OF ONE OF THE USELESS ANTWERP FORTS: BARBED-WIRE ENTANGLEMENTS OUTSIDE THE CITY—SHELLS BURSTING IN THE DISTANCE.



SAVING THE WOMEN AND CHILDREN OF BOMBARDED ANTWERP: GETTING A LITTLE GIRL ABOARD THE LAST TUG.



PAUSING TO WATCH THE EFFECT OF THEIR SHELL-FIRE GERMANS ON THE



ON A CHURCH IN THE OUTSKIRTS OF THE CITY: MARCH INTO ANTWERP.



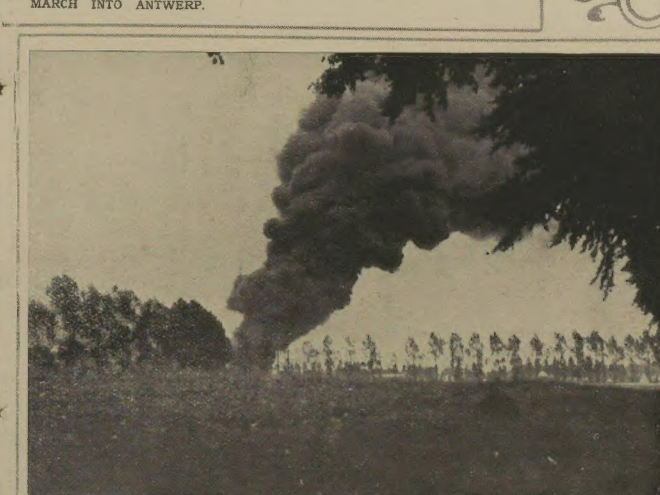
SAVING THE WOMEN AND CHILDREN AT ANTWERP: TAKING A BABY ABOARD THE LAST TUG DURING THE BOMBARDMENT.



THE FLIGHT OF THE CIVIL POPULATION FROM BOMBARDED ANTWERP: MOTOR-CARS AND OTHER VEHICLES WITH REFUGEES IN A STREET NEAR THE CATHEDRAL.



WHERE BRITISH MARINES DISPLAYED GREAT HEROISM: THE BRIDGE BLOWN UP AT LIERRE.



FIRE BY THE BELGIANS THAT THE ENEMY MIGHT NOT SECURE THE PETROL IN IT: A GERMAN FACTORY ABLAZE NEAR ANTWERP.



FLEEING BEFORE THE GERMAN BOMBARDMENT: CIVILIANS CROWDING ON THE QUAY IN AN ENDEAVOUR TO CATCH BOATS FOR NEUTRAL HOLLAND OR ELSEWHERE.

Every measure of defence within the power of the defenders of Antwerp was provided beforehand, but proved unavailing against the gigantic siege-guns with which the Germans battered down the forts and bombarded the city. The elaborate and extensive barbed-wire entanglements for blocking the approaches between the inner forts, constructed by men of the British contingent, sent to Antwerp in the last week of the defence, were useless once the German shells began bursting in the city. As testimony to the Belgian resistance, one of our photographs shows three separate combats taking place simultaneously. The smoke from the burning town of Audzghem, where the Germans trying to cross the river were shelled

by the Belgians at Berlaere, can be seen through the trees towards the left. From Termonde the Germans were attacking Gremberghen. The huge petrol storage-tanks at Antwerp were set on fire by the Belgians themselves and the oil allowed to run into the Scheldt. Lierre Bridge across the Nethe, fifteen miles from Antwerp, was blown up, in the face of a hot German attack, by a party of British Marines, who escaped by a small boat after holding out to the last. It was at Lierre, where the chief German attack was delivered, that the British Bluejackets and Marines were entrenched. They had to retire owing to a Belgian regiment being surprised in the night and the position thus being outflanked.

SCIENCE & NATURAL HISTORY



LOOKING AT MUSEUMS' PREPARATIONS ON THEIR GROUND: STUDENTS OUT OF SCHOOL (15th CENTURY).



UNIVERSITY LIFE IN THE SIXTEENTH CENTURY: A DOCTOR RECEIVING THE SIGNS OF HIS DEGREE.



LEARNING UNDER DIFFICULTIES IN A CLOISTER OF A CATHEDRAL: STUDENTS IN SCHOOL (13th CENTURY).

SCIENCE JOTTINGS.

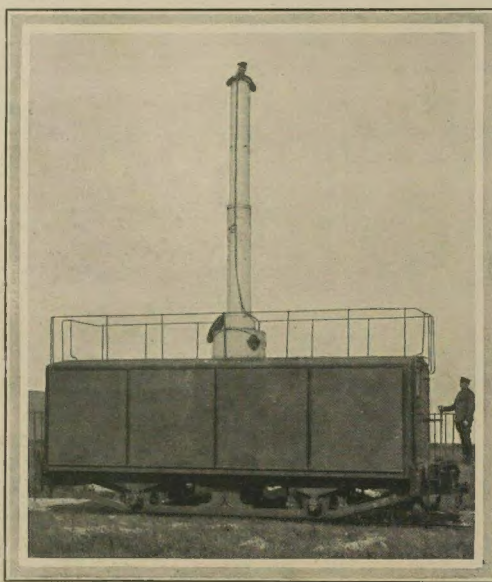
DARWINISM V. BERNHARDISM.

A FEW days ago there appeared in the columns of the *Times* a curious perversion of the Darwinian theory of Natural Selection. It was described as the doctrine of Nietzsche, which "is Darwinism turned into a rule of life for men and nations." Its purport was to show that Darwin was to be held responsible for the worship of brute force which is now being practised by the German armies and applauded by the German people. According to the writer, the Germans are persuaded that "the survival of the fittest (that is, the strongest) in the struggle for existence is to bring forth the superman; and the keener and harder the struggle is made, the sooner will the superman appear." This is as may be. But if their views are rightly interpreted, then the Germans have shown themselves as incompetent to understand "Darwinism" as they are to measure the might of the nations they have so arrogantly provoked.

We are not, however, concerned with German ideals—they will not bear scrutiny—but rather with the curiously distorted notions of the Darwinian theory which still prevail, even among educated men, to-day. It is, in the first place, a grotesque travesty of that theory to proclaim that it implies the survival of the "fittest" according to human standards. The term "fittest" as used by Darwin implies the survival of the organisms of any given area which are best suited to their particular environment or conditions of existence. A field of wheat left to itself for a number of years would eventually become a field of thistles, or at any rate of "tares," which are certainly not the "fittest" from our standpoint, but they obviously are so from the standard of the evolutionist, inasmuch as these are able to flourish where the wheat degenerates and eventually perishes. We are apt to forget that the tape-worm is as much a product of evolution as man himself.

What we are now witnessing is a titanic struggle between nations possessing a relatively high ethical standard, and sufficient virility to enforce that standard by the resort to arms, and a nation equally ready to employ force, but lacking even the rudiments of chivalry or honour. In

this contest between the powers of good and evil, armed force will have the casting vote. It is clear, then, that the nation which fosters a hypersensitive dread of the appeal to arms is doomed to destruction. Moreover, that nation will be guilty of criminal folly. For not only will it lose the power to protect itself, but also its power to aid or enforce the claims of right and justice on such as presume to set them at defiance. The sword must always be girt about us, and loose in its scabbard, if we are to retain our place and our ability to defend the weak.



WITH THE OBSERVER AT THE TOP: THE PERSONNEL-CAR OF THE SCHNEIDER GUN-TRAIN WITH ITS TELESCOPIC OBSERVATION-TOWER RAISED.

The observation-tower, which is telescopic in two senses of the word, can be easily raised. The observer communicates with those inside the car by means of the speaking-tube.

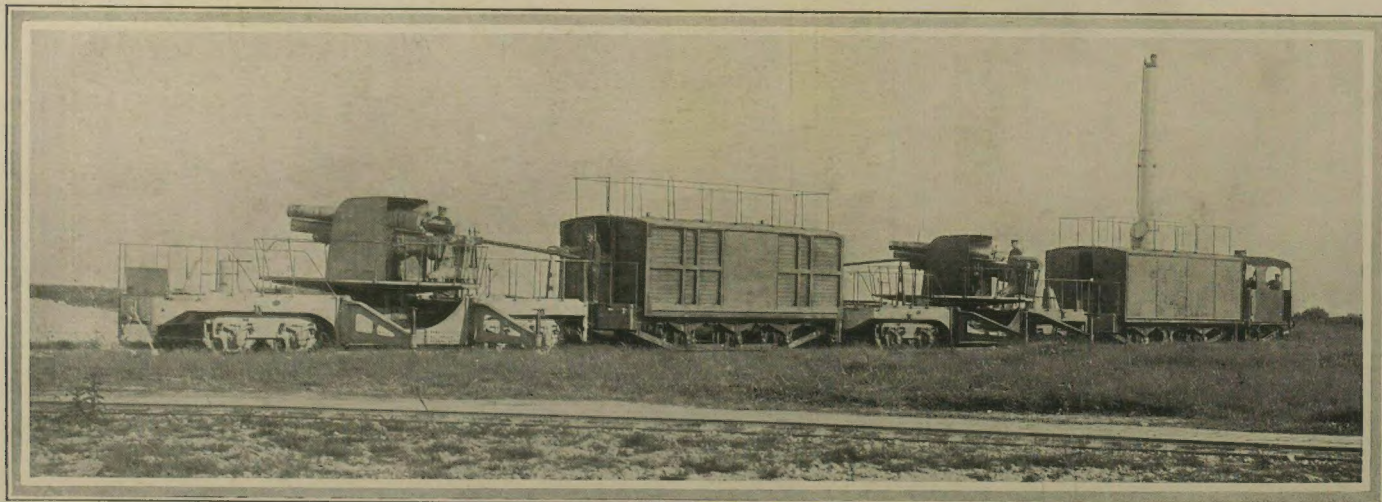
If success crowns the sacrifices which we and our Allies are making, as assuredly it will, that success will raise the ethical standard of Europe, if only by destroying the power and influence for evil of those who regard treaties as "scraps of paper," and women and children as fitting

objects on which to demonstrate the might of the "Mailed Fist." The stupidity of Bernhardism on the one hand, and the futile bleatings of Norman-Angellism on the other, should leave no room for doubt among the nations who desire peace of the necessity of being prepared to enforce peace, if necessary, by the sword. To associate the "superman" with Bernhardism is surely as inept as is the comparison between Bernhardism and Darwinism. The apostles of brute force are less, not more, than men. The "superman," if he ever attains to being, will be something but a little lower than the angels, and his evolution has yet but scarcely begun.

Huxley, in an unguarded moment, spoke of combating the cosmic process. Since we are a part of that process, as well might we try to prevent the eclipse of the moon. Civilisation has enabled us to evade what we may call the grosser forms of Natural Selection, but it has not freed us from its more subtle factors which must always control our development. Not by defiance of, but by obedience to, the laws of Nature can we hope, in some measure, to control our future development. We, as a people, have not yet realised that there is such a thing as a "Science of Life." When this conception has taken root, we shall take care that every encouragement that the State can give for the vigorous pursuit of that science is given.

Whether we admit it or no, the "struggle for existence" and the "survival of the fittest" are facts. Our apparent inability to distinguish between education and instruction is due to this lack of a scientific method of approaching the problems of life, which, for the most part, are left to politicians with axes to grind. These things, whether we realise it or no, are intimately bound up with our evolution and the place we are to hold among the councils of the nations in the future, near and remote. It would be well, then, if the theory propounded by our great countryman Darwin were examined with a little more care; even a very slight examination will show that it does not even remotely embody the sentiments expressed either by "Bernhardism" or Nietzsche.

W. P. PYCRAFT.



A MOBILE BATTERY, FOR COAST-DEFENCE OR OTHERWISE: A SCHNEIDER GUN-TRAIN, WITH TWO GUNS AND AN OBSERVATION-TOWER.

The gun-train here illustrated was built in France, for coast-defence purposes, by the famous firm of Schneider. From left to right the train consists of a gun-truck, an ammunition-car, another gun-truck, a car for personnel fitted with an observation-tower, and a small engine. The guns are 200-mm. howitzers, and each gun-platform is connected with the ammunition-car by a chute, along which the projectiles are delivered on to a truck which runs round the gun-platform. The train can run on ordinary railways or special tracks. For firing, the gun-trucks are anchored to the ground. As, of course, this train can operate wherever there are railway lines, it may quite possibly have been used in the Battle of the Aisne.

THE DEATH OF ROUMANIA'S RULER: THE LATE KING AND THE NEW.

PHOTOGRAPHS BY MANDY.



1. GRAND-NEPHEW OF THE LATE KING AND NOW HEIR TO THE THRONE: PRINCE CAROL OF ROUMANIA.

3. DAUGHTER OF THE LATE DUKE OF EDINBURGH AND GRAND-DAUGHTER OF THE LATE QUEEN VICTORIA: THE NEW QUEEN OF ROUMANIA.

The new ruler of Roumania, King Ferdinand, whose portrait we give, together with those of his consort, Queen Marie, and the Crown Prince Carol, is understood to have sympathy with Russia, which may prove of political importance in the present crisis. The late King, whose portrait we also give, was virtually the maker of Roumania as it is to-day. He was crowned in 1881 with a crown of steel, made from a Turkish gun taken at Plevna by Roumanian troops. His late Majesty married, in 1869, Princess Elizabeth of Wied, whose life is devoted to works of benevolence and the cultivation of

2. OF PARTICULAR INTEREST AT THE PRESENT TIME: THE NEW KING OF ROUMANIA; THE EMPEROR OF RUSSIA; AND THE LATE KING OF ROUMANIA.

4. THE MAKER OF MODERN ROUMANIA: THE LATE KING CAROL, WHO DIED ON OCTOBER 10.

her literary gift; her poems, signed "Carmen Sylva," are known all over the world. King Carol is succeeded by his nephew, who married, in 1893, Princess Marie, eldest daughter of the late Duke of Edinburgh, Duke of Saxe-Coburg-Gotha, and a first cousin of King George. The Crown Prince holds a commission in the 1st Battalion of Chasseurs. The late King was a Prince of the House of Hohenzollern, son of Prince Karl Anton of Hohenzollern; and it was Prince Bismarck who, in 1866, urged him to accept the call of the Roumanian people to rule over them.

A DEFENCE RENDERED USELESS BY GERMANY'S SECRET

DRAWN BY R. CATON WOODVILLE FROM A SKETCH



SIEGE-GUNS: HEAVY FIGHTING AT AN ANTWERP FORT.

MADE ON THE SPOT BY GEORGE LYNCH.



FIGHTING WHICH PRECEDED THE FALL OF ANTWERP: FORT DE BORNEM IN ACTION.

The German attack upon Antwerp began with a forward movement on September 26th. Malines became untenable, and the Belgian Field Army, encircling it, fell back upon the outer line of the Antwerp forts. The actual attack on Antwerp began on the 28th, against Forts de Waelhem and de Warre Ste. Catherine. Antwerp was evacuated by the Belgians and the British Heavy and Machine Brigades on October 8 and 9, and on the latter day the Germans occupied the city. Describing the sketch from which this drawing was made, Mr. George Lynch, who has just returned from Antwerp, writes: "This fort, de Bornem, is exactly like the others surrounding Antwerp, Forts de Koningshofplein, de Warre Ste. Catherine, Waelhem, and so on, just inside which I made a difficult journey. They are not very formidable to look at, but, with their revolving turrets, were supposed to be the very finest and best in the way of such things—until

AND THE ENTRENCHED INFANTRY AND SCREENED ARTILLERY ASSISTING THE DEFENCE.

then came the big siege-guns whose existence was so carefully concealed by Krupp's and Germany. The range of these guns is very nearly double that of the Belgian guns. It became a question of the enemy's heavy guns which were powerful to reply effectively. As repeated infantry assaults, the Belgians, joined at the eleventh hour by the British contingents, held the German infantry in check. The Belgians were entrenched between the forts, with their artillery behind them. The guns were most carefully concealed by branches calculated to hide them from the enemy's airmen, while the smoke they gave forth was bluish, like that of a cigar, and did not show beyond the curving branches. The Belgian dragoon fire was hot enough to prevent the Germans charging across the open space carefully cleared before the forts. This sketch was made when the firing was at its height." (Drawing Copyrighted by the United Press and Corbis.)

DEFENDING ANTWERP DURING THE LAST DAYS OF THE GERMAN ATTACK: BRITISH IN ACTION AT THE BOMBARDED CITY.

PHOTOGRAPH EXCLUSIVE TO "THE ILLUSTRATED LONDON NEWS."



A BRITISH NAVAL ARMoured TRAIN ASSISTING THE DEFENCE OF ANTWERP: THE BIG GUNS FIRING UPON THE GERMANS—BRITISH NAVAL GUNNERS WORKING THEM, WITH BELGIAN ASSISTANCE.

The official announcement issued by the Secretary of the Admiralty on Sunday, October 11, contained the following passages: "In response to an appeal by the Belgian Government a Marine Brigade and two Naval Brigades, together with some heavy naval guns, manned by a detachment of the Royal Navy, the whole under the command of General Paris, R.M.A., were sent by his Majesty's Government to participate in the defence of Antwerp during the last week of the attack. . . . The defence could

have been maintained for a longer period, but not long enough to allow of adequate forces being sent for their relief without prejudice to the main strategic situation. . . . In these circumstances the Belgians and British military authorities in Antwerp decided to evacuate the city. The British offered to cover the retreat, but General de Guise desired that they should leave before the last division of the Belgian Army. . . . The naval armoured trains and heavy guns were all brought away."

ACTION LEADING UP TO THE FALL OF ANTWERP: AN ARTILLERY DUEL ACROSS A CATHEDRAL CITY.

DRAWN BY H. W. KOSKOSKI FROM A SKETCH BY H. C. SEPPING.

WRIGHT, ONE OF OUR SPECIAL WAR ARTISTS AT THE FRONT.

THE GERMAN USE OF CAPTIVE BALLOONS TO DIRECT ARTILLERY FIRE: BELGIAN HOWITZERS
AMBULANCE AT WORK

Since the Germans invaded Belgium there has been much fighting at Malines, whose fine cathedral has suffered a good deal of damage from German shells. It was stated on August 27 that after a magnificent defence of two days by the Belgian Army, Malines had been retaken by the Germans. The first German bombardment, it is said, lasted for forty minutes, and many of the public buildings were hit. On the next morning it was renewed for four hours, and most of the population fled. Antwerp was the objective of the German advance, which at that time was checked by the Belgian. King Albert was reported to have been present at the first bombardment of Malines, which, it was said, made him so indignant that he vowed to fight the Germans to the last. On September 19 it was stated that Malines was again in the possession of the Belgians. On September 26 the Germans advanced in force towards

AT MALINES, REPLYING TO GERMAN GUNS THE OTHER SIDE OF THE CITY: WITH A RED CROSS
NEAR FALLING SHELLS.

Antwerp, and Malines became untenable. The next day, after another bombardment, the Germans again occupied it, and thence developed the attack on Antwerp. Our drawing illustrates an artillery action across the River Dyle, and German shells are seen coming over Malines from artillery posted beyond it, to the right in the drawing. On the left is a battery of Belgian howitzers in action, with a big German shell, one of those nicknamed "Jack Johnson" by the British troops, hurtling down to them and not very far from an ambulance where Red Cross nurses are tending the wounded. Belgian infantry are posted along the line of the river. In the air to the left are two German observation balloons, one just struck and brought down by the Belgian shellfire. Similar balloons were used by the Germans later at Antwerp, and one of them was brought down by a British naval gun.—(Drawing Copyrighted in the United States and Canada.)

THE HARVEST OF THE VINES AND THE HARVEST OF DEATH

PHOTOGRAPHS BY C.N. AND TOPICAL.



YOUNG MEN FOR THE FRONT, WOMEN AND OLD MEN AS LABOURERS IN THE VINEYARD: FRENCH TROOPS ON THE MARCH IN THE CHAMPAGNE COUNTRY.



SONS OF FRANCE FALLEN ON THE FIELD OF HONOUR: A COMPANY OF FRENCH INFANTRY WHO WERE SURPRISED AND SHOT DOWN IN A WOOD NEAR PÉRONNE.

The contrast afforded by the respective duties of youth and age in time of war is well brought out by our first photograph, which shows in close proximity a body of French troops on the march and some women and old men at work among the vines. It is also an impressive sign of the fact that France has put into the field, or is preparing to do so, the whole of the flower of her manhood, while only the aged and the women remain at home to carry on the works of peace and to gather in the harvest. The second photograph brings home in its full horror the tragedy of war. These young

Frenchmen, who thus laid down their lives for *la patrie*, had been taking part in the operations near Péronne, a fortified town on the Somme, about seventeen miles from St. Quentin. Péronne, by the way, is the scene of some incidents in "Quentin Durward." The Germans occupied the town from August 27 to September 14, when they were driven out by a division of French cavalry. On September 25 the Germans again attacked it, and some heavy fighting took place in the neighbouring woods. The advance of the French at one point was subjected to a terrible concentrated fire.

AT BELGIUM'S REQUEST: MARINE AND NAVAL BRIGADES AT ANTWERP.

PHOTOGRAPHS BY ILLUSTRATIONS BUREAU



1. MARINES HOLDING THE ROAD BETWEEN LIERRE, ON THE NETHE, AND ANTWERP: A MAXIM-GUN SQUAD READY FOR ACTION.
3. IN VIEW OF A LONGER DEFENCE THAN WAS POSSIBLE: MEN OF THE NAVAL BRIGADE MAKING THE TRENCHES SHELL-SPLINTER-PROOF.
5. HEAD-COVER AGAINST SPLINTERS FROM THE GERMAN SHELLS: MARINES IN A TRENCH DURING THE BOMBARDMENT.

On reaching Antwerp, on October 4, the British contingent of 8000 Marines and Blue-jackets were sent forward to aid the Belgians by occupying points of tactical importance on the outskirts of the city and along the banks of the Nethe. Trenches were dug between the forts where needed, roads barricaded with barbed-wire entanglements, and pits were excavated for parties with Maxims to occupy and enfilade the roads from the Nethe. One Marine detachment went on to Lierre, where they blew up the bridge over the Nethe after holding the further bank under heavy fire. They finally got back safely

2. SERVING ROUND BULLY-BEEF RATIONS IN THE TRENCHES: OUR MEN BEING SUPPLIED DURING THE BOMBARDMENT.
4. WIRE ENTANGLEMENTS THAT WERE NOT MADE USE OF: BLOCKING A ROAD NEAR VIEUX DIEU WHICH IT PROVED IMPOSSIBLE TO HOLD.
6. IN ONE OF THE BLUEJACKETS' TRENCHES OUTSIDE THE CITY: THE SPLINTER-PROOF SHELTERS PROVIDED AGAINST THE GERMAN SHELLS.

in a boat. Until the morning of Tuesday, October 6, the Belgians and British Brigade successfully held the line of the Nethe, as the Admiralty report states, but after that the Belgian troops on the right of the British were forced back before a heavy German attack, covered by very powerful artillery. After that the defenders were obliged to withdraw within the line of the inner forts. There our men held their own during Wednesday. During Thursday vastly superior numbers pressing the Belgians at Lokeren threatened to cut off the retreat of the entire garrison, and Antwerp had to be evacuated.

WAR THE MORAL TEST: BRITISH MAKERS OF "SPLENDID NAMES," AND PROOFS OF GERMAN INSOLENCE.

PHOTOGRAPHS BY SPOTY AND GENERAL BARKETT, TROPICAL G.P.U.

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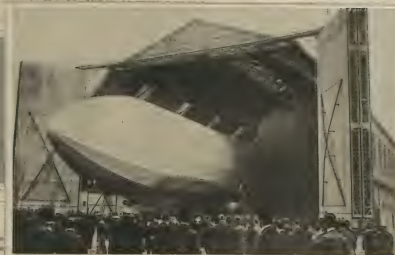
LOOKING FOR EQUIPMENTS FIT TO BE USED AGAIN: SORTING ARMS AND "DEBRIS" AFTER A BATTLE, AT A FRENCH STATION



THE DESTROYER OF A ZEPPELIN AT DUSELDORF: LIEUTENANT R. L. G. MARX.



ONE OF THE SUCCESSFUL BRITISH AIR-RAIDERS OF DUSELDORF: LIEUTENANT S. V. RUPPE.



HIT BY A BRITISH AIRMAN'S BOMB: THE ZEPPELIN SHED AT DUSELDORF—WITH TWO DIRIGIBLES IN IT.



LEADER OF THE DUSELDORF AIR-RAID: SQUADRON-COMMANDER D. A. SPENSER GREY, R.N.



NOT SO COMFORTABLE AS THE GERMAN PRISONERS AT CAMBERLEY: FRENCH PRISONERS IN CAMP AT MÜNSTER, IN THE PRIMITIVE SHELTERS THEY HAVE BUILT.



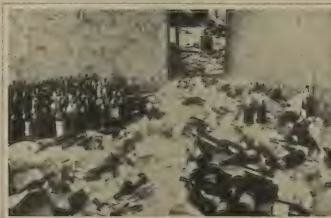
IN THE TRACK OF THE GERMAN ADVANCE ON ANTWERP: A BELGIAN HOME NEAR THAT CITY WRECKED BY SHELL-FIRE.



HERO OF A SECOND SUBMARINE EXPLOIT: LIEUTENANT-COMMANDER MAX HORTON, C.B., R.N.



THE UNQUOTED BOY SCOUT IN FRANCE: A FRENCH SCOUT ACTING AS GUIDE TO FRENCH MARINES ON THE MARCH.



SIGN OF GERMAN INSOLENCE: THE REMAINS OF A CARCASE IN THE CITADEL AT ARRAS, SAID TO HAVE BEEN GRACED BY THE PRESENCE OF GERMAN ROYALTY.



GERMAN INSOLENCE AND LACK OF CHEVALRY: THE FRENCH FLAG REMEMBRANCE AND OFFENSIVE DRAWINGS ON A BLACKBOARD IN THE CITADEL AT ARRAS.



TORN BY SHELL-FIRE: ONE OF THE SIX GERMAN FLAGS CAPTURED BY THE FRENCH AND TAKEN TO PARIS BY PRESIDENT POINCARÉ.

The British Naval airmen who carried out the air-raid on Düsseldorf did not aim their bombs at churches and private houses where they might kill or injure women and children. They made straight for the Zeppelin shed, and hit it. "To quote the Admiralty account: "Squadron-Commander D. A. Spenser Grey, R.N., reports that, as authorised, he carried out, with Lieutenant R. L. G. Marx and Lieutenant S. V. Ruppe, a successful attack on the Düsseldorf air-ship shed. Lieutenant Marx's bombs dropped from 300 feet, hit the shed, went through the roof, and destroyed a Zeppelin. Flames were observed 300 feet high, the result of igniting the gas of an air-ship. All three officers are safe, but their aeroplanes have been lost." It will be seen that our photograph shows two air-ships in the Düsseldorf shed, so possibly two were destroyed. Compare the conduct of the British airmen with

that of the Germans who occupied Arras. "They were men," wrote a "Times" correspondent, "who had taken part in the sack of Louvain, and they looted it. . . . At Arras . . . they were straggled and drunk enough when they . . . offered an insult to a pallid French regiment which will live long in the minds of the Arrasgals. They established their quarters in the grim old citadel, where, in the Salle d'Honneur, the trophies of the 19th Regiment de Cuirasse are preserved. The invaders blundered the French flag, stabbed a picture representing the engagements in which the regiment had fought, and stole the regimental medals." The photographer asserts that the carcase in the citadel was "prowled over by a member of the German royal house."—Submarine "E 9" recently sank the German destroyer "S 126." Last month she sank the German cruiser "Hela."

MODERN NAVAL WARFARE: X.—STRANGULATION BY SEA POWER.

COMMERCE RAIDING AND PROTECTION. BY A NAVAL EXPERT.

IT has been explained that all operations of war by sea fall into one of two categories. In the first are those which concern the destruction of the enemy's means of waging war, and in the second are those which are directed to the distress of his people. The latter includes commercial blockade, capture of property at sea, seizure of colonies, and invasion. Among these, the interruption of the enemy's oversea trade is one of the more important, and since it demands a control of the sea communications if it is to be carried out successfully, it should also ensure the protection of our own commerce. In the present day, even more than in the past, all countries are dependent upon a free sea, for none is entirely self-supporting. With its sea communications closed, a nation will not only be deprived of food supplies, but what is almost equally necessary, the provision of raw material for its industrial works and manufactures. The distress caused by a shortage of such supplies, leading to non-employment of labour and to an enhanced cost of living, exercises enormous pressure towards forcing the enemy to sue for peace. The way in which sea power has been used for this purpose is abundantly demonstrated in history.

In the present war, the exercise of sea power in this direction has been signally shown. From the very first, the presence of a superior British fleet in the North Sea obliged Germany to keep her fleet in port, and similarly the Austro-Hungarian fleet was contained in the Adriatic by the French naval forces. Under the protection of these two main fleets, British and French cruisers all over the world were able to carry out their operations with the twofold object of protecting the commerce of the Allies and disabling that of the enemy. Exactly what measures were taken to accomplish this object has not been made known. The only information to be obtained on the point must be gleaned from the reports of the Prize Court, and certain notifications issued from time to time by the Admiralty and Foreign Office. To some extent, these operations must have been influenced by the fact that a number of German cruisers were on foreign service before the war began, and these vessels were joined almost immediately by certain merchant ships, like the *Kaiser Wilhelm der Grosse*, which had been converted into auxiliary cruisers. The work, therefore, which fell upon the Franco-British squadrons outside the main theatres of war in the North Sea and Mediterranean was of a threefold character: the convoy of troops engaged in seizing the enemy's colonies and possessions; the attack of German sea-borne commerce; and the protection of our own trade by the hunting-down of the German raiders.

The effect of the sea power thus exercised upon German trade was immediate and world-wide. In the first place, Franco-British cruisers accounted for hundreds of vessels on the ocean routes, while Russia acted in the same way in the Baltic, twenty ships in the Gulf of Finland and adjacent waters falling to her in the first week of the war. An indication of the rich and numerous cargoes thus taken from the enemy will have been gathered from the Prize Court proceedings. Secondly, the naval efforts were seconded by those of the Customs officers and Port authorities in the case of vessels in the harbours of the Allies all over the world. In the Thames, quite a flotilla of small trading vessels was seized. The

same thing occurred in places as far apart as Cardiff and Melbourne, Aden and Bordeaux, while even Belgium was able to take a hand by detaining German vessels which happened to be at Antwerp. Thirdly, large numbers of merchantmen were forced to take shelter in neutral ports. A fortnight after war was declared, the Spanish Minister of Marine reported that fifty-three German and thirteen Austrian vessels were at Cadiz and other Spanish ports. As early as Aug. 7, eleven German ships were said to have taken shelter at Manila. On board the vessels held up at Pernambuco



THE FATE OF A GERMAN COMMERCE-RAIDER: THE LAST OF THE "KAISER WILHELM DER GROSSE."

The German armed liner, "*Kaiser Wilhelm der Grosse*," of the Norddeutscher Lloyd Line, was sunk by the British cruiser "*Highflyer*" off a river on the West African coast. The liner, which was a vessel of 13,950 tons, had captured and sunk several British ships.—[Photograph by Illus. Bureau.]

on Aug. 14 it was reported that there were no less than 5000 passengers; while at New York there was a large fleet of merchantmen unable to put to sea. It has been calculated that one effect of this holding up of Germany's Mercantile Marine all over the world was to keep no less than 200,000 reservists out of the fighting line on the Continent. Lastly, those vessels which were able to get to the few German ports outside Europe only did so to fall into the hands

The German raiders, though few in number, have also been able to effect some captures. There were, at the beginning of the war, about ten cruisers, a few gun-boats, and possibly five or six auxiliary cruisers which hoped to engage in this work. Some of them have already been hunted down. None have been very successful, with the exception of the *Emden*. Her depredations in the Indian Ocean afford a striking demonstration of the axiom that trade is timid in war time. A very little shock will have a large effect upon it. The *Emden* made a sudden and dramatic appearance off Calcutta, where she was able to destroy six vessels, valued at a quarter of a million sterling; and later on, in the Indian Ocean, she made nearly as large a haul. As a consequence, a great part of the trade to the East was laid up, and, according to reports from Calcutta, Burmah was for some time completely cut off from communication with the outer world except by telegraph.

It may be thought by some people that, as the raiders were few, they ought to have been more quickly dealt with. But the seas are wide, and there are many harbours off the regular routes of traffic where vessels can find refreshment, and, if they can get coal, are enabled to continue their adventurous careers. The *Emden* herself was lost for six weeks before she made her unexpected appearance. She has been the most fortunate of all the German vessels at large in the outer seas.

In the old sailing-ship days, the hunting-down of commerce-raiders or privateers was a much more simple matter than it is to-day. Owing to the want of suitable or trustworthy instruments for finding longitude, a vessel when she had been for some time at sea, made for the land in the latitude of some well-known point in order to establish her position and make a fresh departure. It was in the vicinity of such headlands that our cruisers or fleets waited and watched for the enemy. This was a recognised plan for picking up expected ships or squadrons. At the same time, it was in such localities that merchantmen might hope to find protection if they were not sailing under convoy. Nowadays this is no longer necessary, and if the raiders are sufficiently supplied with coal their chances of evading capture are immensely

increased. The organisation of cruisers for commerce-defence, therefore, takes a different form. Since the introduction of steam, trade has followed certain well-known pathways on the seas, and if these are efficiently patrolled there should be only a slight hindrance at the most to the ebb and flow of our commerce. It is when the patrols are withdrawn for other employment that a ship like the *Emden* has an opportunity for her activities.

A few captures of our merchantmen, however, will do no serious injury to British trade, nor can it affect the course of the war. But in consequence of the strangulation of her sea communications, Germany will in time be confronted with a grave emergency. She will have to face the feeding of her

armies and civilian population without supplies from overseas. Her bankers, merchants, and manufacturers will feel the pinch when there are no more requisitions to be made on captured towns, when her industries fail for want of material, and her workers are without employment. Then, unless history is misleading, there will be labour troubles, a social upheaval, a great catastrophe, the only relief from which will be to end the war.



HOW THE BRITISH NAVY IS GUARDING THE SEA: H.M.S. "LARK" ESCORTING A CHANNEL STEAMER.

Though the Navy has not yet induced the German Fleet to come out, it has performed an immense service by keeping open the sea routes.

Photograph by Alfieri.

of the Allies later on. An illustration of this was afforded when Captain C. T. M. Fuller, of the *Cumberland*, took nine liners off the Cameroons. On a much smaller scale, Germany was able to retaliate by seizing the vessels which were in her ports on the outbreak of war, but naturally these, in point of numbers and value, bore no comparison to the wealth and tonnage of the commerce seized by the Allies, which resulted in the extinction of German overseas trade.

ANTWERP AFLAME AND UNDER SHELL-FIRE: THE CITY BOMBARDED.

DRAWN BY H. W. KOEKKOEK FROM SKETCHES BY H. C. SEPPINGS WRIGHT, ONE OF OUR SPECIAL WAR ARTISTS AT THE FRONT.



THE DARKNESS OF NIGHT, LIT BY THE FLASH OF GUNS, SHELLS, AND SPORADIC FIRES: THE ROOFS OF ANTWERP DURING THE GERMAN BOMBARDMENT.



A CITY OF DREADFUL NIGHT: SHELLS, SEARCHLIGHTS, AND THE FLAMES OF BLAZING OIL-TANKS ILLUMINATE ANTWERP WHILE ITS INHABITANTS FLY IN TERROR.

These two drawings, made from sketches by Mr. H. C. Seppings Wright, who was in Antwerp during the bombardment, give a vivid idea of the lurid scene by night in the stricken city. The sketch of the upper subject was made from the top of our artist's hotel, while shells were bursting at the rate of two or three a minute. Near the centre in the background is the roof of the Central Station. Well away to the right could be seen the frequent flash of the British naval guns replying to those of the Germans. The flames in the left-hand corner rise from one of the many local fires. Of the sketch from which the lower drawing was made the artist says: "Early in the day the fire was started by Belgian soldiers, who set light to the oil-tanks [this, of course, to prevent the

oil falling into the hands of the Germans]. The blazing liquid poured into the canal docks and neighbouring streets. Standing black against the fire the grand old tower of Antwerp Cathedral looks down on a carnival of destruction. The bridge of boats had been partly destroyed, and it caught fire. The well-known big barges floated along with their loads of silent misery towards the sanctuary of neutral Holland. To the right is seen the flash of a British gun. The light of the bursting shells showed with the intensity of magnesium. Two quivering searchlight beams further lit up the ghastly scene. The whole was reflected on the placid surface of the Scheldt, and occasional shells bursting in the water sent up great geysers."—[Drawings Copyrighted in the United States and Canada.]

THE GREAT WAR.

By CHARLES LOWE.



THE Sunday papers of a week ago gave us the news of two events, wholly unrelated, yet both, perhaps, calculated to influence the course of the war. One was rather unfavourable, on the whole, for the Allies, and the other the reverse. The latter was the death of King Charles of Rumania, who was credited with a desire natural enough in a scion of the House of Hohenzollern—to resist the ardent wish of his subjects to profit by the present difficulties of Austria and round off their territory by transferring to their rule the two million-odd people of their race living in the south-eastern parts of the Dual Monarchy. It is possible—perhaps, indeed, probable—that the successor of King Charles, his nephew King Ferdinand, may think that the titular chief of his House at Potsdam has much less claim on his personal allegiance than was expected of his deceased uncle, so that the chances of the Rumanians taking the field and fastening on to the flank of the Austrians are distinctly encouraging; while in Rome itself the signs are multiplying that the "Irredentist" party—practically the whole Italian people—are forcing things onward to the same sort of fruition.

In Belgium, on the other hand, the prospect is not quite so roseate, seeing that the bunch of bulletins which included a despatch recording the death of King Carol also comprised another announcing the capture by the Germans of what might be called the "King (or Queen)" of commercial cities on the Continent." But Antwerp is more than that. For hitherto it has passed for one of the most strongly fortified places in Europe, with a reputation for impregability derived from its engineer, General Brialmont, who has been called the modern Vauban. Yet it fell after a few days' siege, did this double-ringed and redoubtable fortress-city, or just as speedily as Liège, Namur, and Maubeuge had already done before the tremendous siege-guns of the invaders.

The truth is that these monster Krupp guns have been the chief revelation, as they are also the main lesson, of the war. A Belgian officer said: "Help from England came too late; but even if it had arrived earlier we should have been unable to save the town. No forts in the world can stand against the German guns, save, perhaps, a few of the modern fortifications along the eastern frontier of France."

Yes, permanent fortifications appear to be doomed, and unless Paris is successfully defended by the field armies of the Allies, its concentric ring of detached forts will not avail it much. For they will be crushed like walnuts, and it will then only lie with the Germans to "hack their way through," and over, the field-entrenchments connecting the barrier-forts round the capital in order to repeat their triumphal entry of 1871. That was after a long investment of the *Ville Lumière*, but the days of such lengthy sieges appear to be over.

Yet the curious and rather inexplicable thing is that the Germans do not seem to have been able to make the same speedy impression on the forts of Verdun, Toul, and other strong places on the eastern frontier, as in the case of Antwerp. I am not in a position to make a technical comparison between the artillery of the Allies and that of the invaders; but if the siege-guns of the former possess anything like the destructive power of the corresponding German engines of war, this will offer a depressing prospect for such fortified places as Metz and Strassburg, Cracow, Thorn, Breslau, Graudenz, and Königsberg. Still, it must be owned that the capture of Antwerp

was a very considerable feat—the more so, since three of our recently formed Naval Brigades, with heavy guns, had taken part in its final defence in response to an appeal from the Belgian Government; and it is a proof of the secrecy with which all our war-movements are carried out, as well as of the preventive power of our Censorship, that the presence of this mixed naval force of ours—including a Marine Brigade—was only revealed to the general public in the official report announcing the evacuation of the fortified city on the Scheldt, into which the Germans then marched, with bands playing, and probably also with colours flying, seeing that, unlike us, they still adhere to a practice which we abandoned after our last Zulu War. One of the first things the Germans did on marching into the place was to

though the Germans had captured the city, yet they had not destroyed the garrison, which had all managed to withdraw before the entrance of the invaders: all but one of our Naval Brigades of some 2000 men (with a body of their Belgian comrades), who, mistaking their way into Dutch territory, had to lay down their arms and be "interned" till the end of the war—unless, indeed, their previous liberation comes to them if the Germans take into their heads to violate the neutrality of Holland, as seems probable enough.

For they can do nothing with Antwerp as a jumping-off base against England as long as they respect the neutrality of Holland, whose territory on both sides forms the lower banks of the Scheldt, just as Russian ships must pass through the Turkish Dardanelles before reaching the Mediterranean. Napoleon once described Antwerp as a pistol pointed at the heart of England—whose shores are only 155 miles distant, which is nothing for an aeroplane or an airship; but at present this firearm is not of a very dangerous kind, and nothing can be done with it by its present possessors until—though the contingency seems to be as remote as ever—these latter acquire a free sea-passage for their battle-ships from the Elbe to the Scheldt, or for their submarines and destroyers from the Scheldt to the Stour, the Thames, and the Medway.

On the whole, therefore, it was rather fortunate than otherwise that the Belgo-British army holding Antwerp should have managed (even if minus the Naval Brigade referred to) to get clear of the city which had been subjected to such a barbarous bombardment, leaving very little for the Germans but blazing oil-tanks, destroyed pontoons, and blown-up ships. A retreat ranks as one of the most honourable, because one of the most difficult operations in war, and even the Germans must have felt it to be a very bitter drop in their cup of victory—the discovery that the Belgian Army, with its British friends, had been able to withdraw itself from the toils in which they had thought to have got them entangled, and march away to align itself with the Franco-British forces in the open field.

It is true that the Germans will also now be able to reinforce their right flank in the region of the rivers, with troops set free to them by the fall of Antwerp; but, on the other hand, their front now extends from the Swiss frontier to the North Sea, and must be correspondingly attenuated. On the whole, the ratio between the Allied forces in the field and those of the invaders does not seem to have been altered to our disadvantage, since the Allied left has been reinforced by Belgo-

British contingents not inferior numerically to the released besiegers of Antwerp, and we know that the moral of the Allies continues to be superior to that of their foes.

Besides, the Allies must have realised more clearly than ever that the only thing which can now impede the march of the "modern Huns" on Paris is not a battlemented fortress, but indomitable bravery in the field. "We have now taken Antwerp; your turn will come soon"—such was the arrogant legend on a sand-bag-weighted flag dropped by a wanton German aviator in the heart of Paris. But this turn is not likely to come as long as the Allies continue to realise that the best and only possible defence in these days are skillfully made trenches, well-aimed bullet-fire, and forceful bayonet-thrusts. LONDON, OCTOBER 15.



SIX MORE GERMAN TROPHIES FOR PARIS: THE CAPTURED FLAGS BEING PARADED BEFORE THE VETERANS OF THE INVALIDES IN THE COURT OF HONOUR.

Six more German standards, taken in August, have been recently added to the earlier German trophies at the Invalides. Sent first to President Poincaré at Bordeaux, the six were specially brought to Paris on the occasion of M. Poincaré's recent visit to the armies in the field, and from the Elysée were borne in procession by *sous-officiers* of the *Garde Républicaine* through the streets of the capital to the Invalides. There the Governor received them in the Cour d'Honneur with state ceremonial, and they were handed over to veteran pensioners for display among the array of French trophy-flags in the Chapel of St Louis, adjoining the tomb of Napoleon.

impose a fine of twenty-five millions sterling on the commercial capital of a country whose various cities had already been mulcted in crushing sums by the pitiless invaders.

Presently the exultant music of their bands in Antwerp was swelled by the chorus of triumph raised by the German Press, which fairly surpassed itself in its vainglorious boasting and denunciation of England for having thus urged on poor, deluded Belgium to her ruin. "The capture of Antwerp," wrote a leading Berlin journal, "carries the germ of the capture of Paris. The fall of Antwerp not only means the overthrow of the Belgians, but is a most serious blow to England."

But this was not the opinion of the Dutch Press, whose chief mouthpiece at Amsterdam declared that

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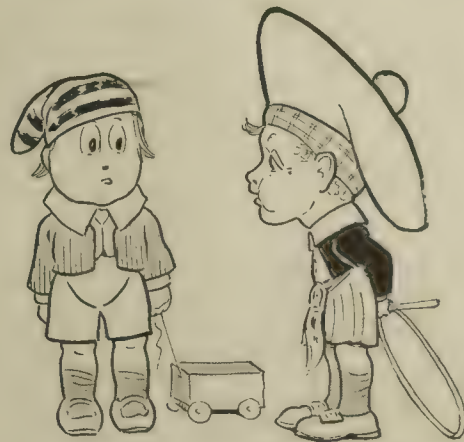
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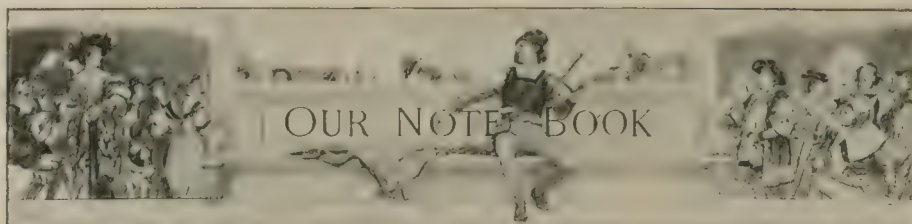


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BY G. K. CHESTERTON

We find a string of dead phrases like a string of stale fish.' Phrases which fall to pieces one after another if you take hold of them one after another; phrases which have obviously never been exposed to the climate of criticism. I open a highly superior Peace paper, and I find first the phrase that it is always easy to arouse the blood-lust. Now if the man has said that it is always easy, in the metaphorical sense, to make bad blood—to blacken reputations, to revive grudges, to play on particular vanities or inflame particular hopes—he would have been saying what is true, even if it is not new. As it was, he was saying something simply because it was old—familiar to him, the appropriate words, a rhythm that was almost a lullaby. What is the blood-lust? Have you and I any blood-lust? Do we know anybody who has any? Most of us by this time have kindred and close friends whom we have known all our lives and whom we saw a little while ago, perhaps for the last time. Had they any blood-lust? Did they look as if they had? Do we, who for one accident or another can only serve with the pen, demand red ink and wish that it was German blood? If our cause is wrong it is wrong because of the vanities, self-deceptions, and jealousies of civilised human beings; and doubtless the German honestly accuses us, as we accuse him, of a disproportionate self-importance. But a disproportionate self-importance is not a thirst for blood, any more than it is a thirst for beer. The simple truth is that, somewhere in the mid-Victorian time, philosophers talked about war and tried to explain it away, hoping soon to sweep it away. It was the fashion just then to find all human history in the Zoological Gardens. They had heard something about the tiger treading blood, so they said that such things as the Crusades and the French Revolution happened because we had not quite sufficiently "let the ape and tiger die." We

I read on in my Pacifist paper, and I find some such phrase as "encouraging race-hatred." This may have had some meaning in some cases : such extreme cases as white men and black men ; for some white men, otherwise honest and humane, do affirm that they feel the physical division. But who can take such a thing seriously touching a war between the intensive and entangled tribes of Europe ? The town of Dunkirk, I think, has been taken over or occupied by the French, by the Spaniards, by the English, by the French again, and most probably by the Flemings or the Dutch. In the chances of war even to-day it might be occupied by Bavarians or Austrians. Does anyone really believe that the people of Dunkirk felt a physical loathing of all these varying Europeans, in the sense in which men speak of a physical loathing of the negro ? When they brought the good news from Ghent to Aix, does anyone really believe that the messenger from Gand was struck all of a heap by the evident ethnological superiority of the inhabitants of Aachen ? There cannot be any such thing as race-hatred in Europe. But in the case of black, red, or yellow men, the colour prejudice may possibly be a real nervous trouble. In the case of white men it is not a nervous trouble : it is a cowardly trick. It is cold humbug for any people of the European race to pretend that they recognise the Teuton race or the Celtic race, and are delighted with the one or disgusted with the other. If there be such almost bodily aversions—which I, thank God, have never found—they are certainly not to be found within the small, domestic, disputed square which we call Europe. It is a family down to the fullest details of family quarrels. Its very fields are paved with battlefield above battlefield, but also with treaty above treaty. It is an alternate and eternal trysting-place of friends and foes. And if those who have met each other thus ceaselessly, century after century, so punctually in the same confined space, so frequently in the same unending quarrel—if these do not know each other, no men will ever know each other till the end of the world.

I have taken these two examples as suggesting a sort of dead language which encumbers all our present controversy. There are a great many bad things in war; it may be that there are a great many bad motives for it. But the desire to slay simply is not there; and the racial repugnance simply is not there. To hear some of such talk, one would suppose that Englishmen and foreigners had never met before, in old battle or in modern business. It is ridiculous when the German papers talk as if the German soldier would burst upon Europe as a Superman, obviously different from everybody else. We have seen him at Waterloo—and at Jena. But it is equally ridiculous when English papers talk as if the British soldier burst upon France as a man more magnificent than that nation of warriors had ever seen. Both seem to forget that all three have very often met before. The field over which the war is moving is a mosaic not only of French but of English defeats and victories. It is no more of a novelty for us to be fighting across the Channel than it is for the Germans or the French to be fighting across the Rhine. The truth is that Western Europe had a knock on its head some centuries ago, and its memory is only slowly coming back. But we can at least be done with the dreams and half-delusions that haunted its slow recovery: the false explanations of the past, the crazy pictures of the future. Let the Pacifists tell us about looting and spying and spoiling the dead, for these are the horrors of war. But let them never tell us any more about blood-lust and race-hatred, about man being half a tiger or the European being half a cannibal. For these are the horrors of peace, the nightmares which could only have come to us while we slept; and in this hour we are awakened.

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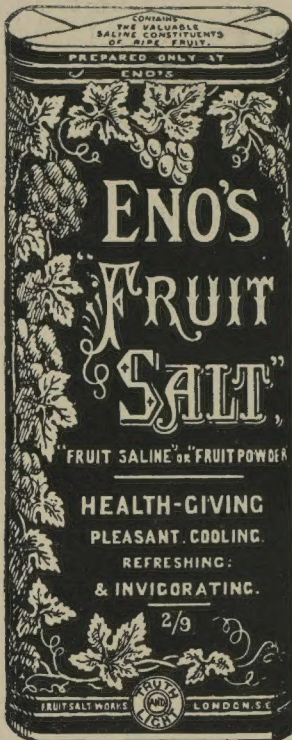
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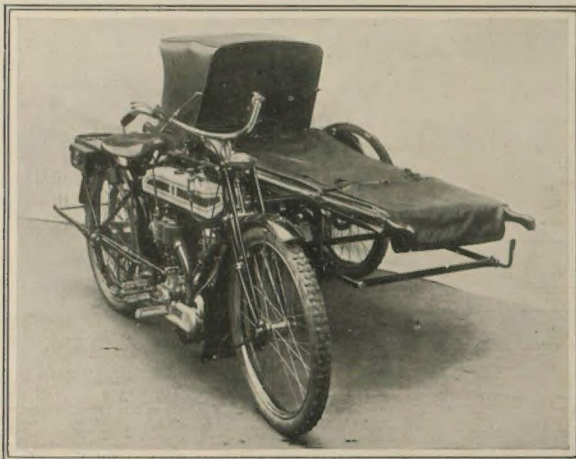
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No. 365

THE CHRONICLE OF THE CAR.

In the Air. War has revealed to both layman and motorist uses of the automobile before undreamed of; in particular, that the armed aeroplane must have its armoured motor-car tender as its support, in military parlance. It was probably due to this lack of support that the German losses in air-men have been so severe that they have had to make balloon observations in place of the aeroplane reconnaissance. So the car can be said to be of valuable use in the air warfare as well as on *terra-firma*. In the report issued by the Admiralty on the evacuation of Antwerp it alluded to those armoured cars safely conveying the British air-raiders from Düsseldorf. Antwerp, however, reminds me that the German occupation puts both the Minerva and Sava works out of business for the present. It is to be hoped that this state of things will not be for long; but in the meantime the Minerva car-owners can rely on all their wants being supplied through the London house.

Coil Ignition. I should not be surprised, however, if this war does not bring back the old form of coil ignition and battery (in place of the magneto)



PRESENTED BY THE MAYOR OF COVENTRY (MR. S. BETTMANN) TO THAT CITY:
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combined with the lighting set. In the early days of motoring the trouble of this system of ignition-firing was that the batteries were a nuisance owing to irregular

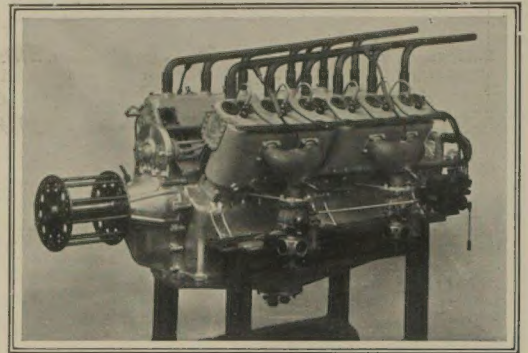
re-charging. To-day every modern car has some form of electric-lighting provided and fitted with an English-made dynamo, and a battery of cells. Consequently, as these cells are practically always kept fully charged by the dynamo, they last longer and are no trouble, besides being really better in themselves than they were in the earlier days of motoring. As regards the spark itself, the coil-produced variety is identical in intensity with that of the magneto form, so there is nothing lost in this respect towards efficiency. It always amuses when it does not annoy me to see both private and Government customers of the motor industry accept without a query the efficiency of the English-made electric-lighting car dynamo, while still mistrusting the English-made magneto. Even our own Admiralty specify Bosch, Eisemann, or Mea magnetos, all three being German products. A murmur on all of them, say I, as the profits on all orders of any of these makes goes back to Germany eventually.

New Models.

This week the new models I have to place in this literary shop-window are the Clement-Talbot new 25-50-h.p. cars. Quoting the words of the veteran salesman, "I think you'll like 'em," because they suit both schools of modern motorists—the four-cylinder and the six-cylinder brigades—as they are made in each variety. The engine of the four-cylinder 1915 model 25-50-h.p. Talbot is 101.5 mm. bore and 140 mm. stroke, cast in pairs, with all the valves on one side and enclosed; while the six-cylinder dimensions are 80 mm. by 130 mm.; the four-cylinder model having a wheel-base of 10 ft. 7 in., that of the six-cylinder chassis being 11 ft. 6 in. The special details of both give a fine turn of speed and silent running. When inspecting the four-cylinder 25-50-h.p., the points to be noted are the dual brakes now fitted internally on the wider drums of the back wheels, the shaft-brake now being discarded, and the Derihon shock-absorbers on both front and back springs of the usual semi-elliptic type. During the last Olympia Motor Show I asked several manufacturers if they considered the shock-absorbers fitted on their show chassis as necessary, and when they replied in the affirmative, I questioned the wisdom of not making this addition a standard feature in place of an extra. The Talbot Company have evidently taken the remarks to heart, for now their shock-absorbers are as much part and parcel of the definite design as any other

integral part of the chassis to which they belong, and are standard features.

A Star Novelty. A new small car for 1915 is the four-seated, four-cylinder-engined Star car, with its monobloc motor of 66 mm. by 130 mm., electric-



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A SUNBEAM AVIATION ENGINE.

The engine is one of the eight-cylinder (80 by 150) type that proved so successful in various tests. The Government has placed a large contract for them.

lighting equipment, three-speed gear-box, bevel drive, and V-shaped radiator. It is designed to sell at a moderate price, so has all the essentials of automobile practice without any extravagances. Thus, while a pump is used to give circulation of oil to the bearings, etc., thermosiphon water-cooling is provided for the cylinders of the engine. Don't expect to see an engine-starter fitted as standard equipment for the price, and be content to crank up the motor by the handle, as the compression, though excellent, is not more than the average girl driver can manage to overcome. The war has certainly put British engine-starters back a year or two—and perhaps not a bad thing, too, for the public, if they really knew what is for their good. At least, that is the opinion of yours truly.—W. W.

As a contribution towards one of the urgent national needs of the hour, the Birmingham Small Arms Company, Ltd., and the Daimler Company, Ltd., have jointly presented the Red Cross Society with a £600 20-h.p. Daimler ambulance.

Mr. G. K. Chesterton has asked us to mention that subscriptions to the Belgian Relief and Reconstruction Fund, about which he feels very strongly, and which he discussed in a recent article on "Our Note-Book" page in this paper, may be sent to the Belgian Relief and Reconstruction Committee, 21, Royal Terrace, Edinburgh.

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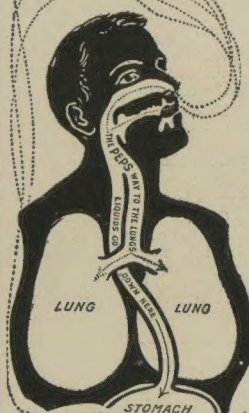
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CHESS.

To CORRESPONDENTS.—Communications for this department should be addressed to the Chess Editor, Milford Lane, Strand, W.C.

C C W SUMNER.—The amended version is generally sound, but there is a dual of some importance after 1. B to B 4th, when White can proceed by either 2. Q to Kt 5th or 2. P takes B (dis. ch), etc.

E MARCOVITZ.—We see no mate after Black plays 1. P to B 3rd.

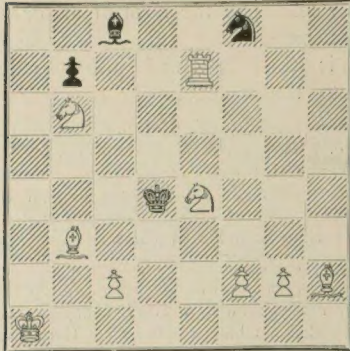
G P D (Damascus).—Your three-mover has a second solution by 1. Kt takes P (ch), K to Q 4th, 2. Q to B 4th (ch), etc.

W J H (Canonsbury).—If you will send us a diagram of the problem, we will try to oblige you.

A DENNISON (Cardiff).—The final result was not made known.

W REILLY.—Your problem is correct, but what is the use of White P at R 6th?

PROBLEM No. 3674.—By M. F. J. MANN.
BLACK.



WHITE.

White to play, and mate in three moves.

SOLUTION OF PROBLEM No. 3671.—By J. STEWART.

WHITE

1. R to Q B 4th

2. Mates accordingly.

BLACK

Any move.

CORRECT SOLUTION OF PROBLEM No. 3666 received from J W Beatty (Toronto); of No. 3667 from J B (Camara) and J W Beatty; of Nos. 3668 and 3669 from Charles Willing (Atlantic City, U.S.A.); of No. 3670 from Jose Cifuentes (Trubia, Spain); of No. 3671 from E P Stephenson (Llandudno), Arthur Perry (Dublin), A L Payne (Kirkoswald), Montagu Lubbock, W H Silk (Birmingham), A Campbell, W Lillie (Marple), W C D Smith (Northampton), H T Humpidge (Stroud), Robert Donner (Englefield), and Jacob Verrall (Rodenell).

CORRECT SOLUTIONS OF PROBLEM No. 3672 received from J S Rogers, A H Arthur (Bath), J Fowler, and Frank Hutchinson (Enfield).

CHESS IN ENGLAND.

Game played in the Championship Tournament of the British Chess Federation at Chester, between Messrs. J. E. PARRY and F. D. YATES.

(Ruy Lopez.)

WHITE (Mr. P.) BLACK (Mr. Y.)

1. P to K 4th P to K 4th
2. Kt to K B 3rd Kt to Q B 3rd
3. B to Kt 5th Kt to B 3rd
4. Castles B to K 2nd
5. R to K sq

Kt to Q B 3rd is the more forcible continuation.

5. P to Q 3rd P takes P
6. P to Q 4th P takes P
7. Kt takes P B to Q 2nd
8. Kt to Q B 3rd Castles
9. B takes Kt

We prefer Kt takes Kt, as Black only gains by the exchange of Knight for Bishop.

9. P takes B
10. B to Kt 5th P to K R 3rd
11. B to R 4th R to K sq
12. P to K 5th P takes P
13. R takes P R to Kt sq
14. Kt to Kt 3rd R to Kt 5th
15. B takes Kt

We should not care to be left with two Knights against two Bishops; besides which, the text move gives

WHITE (Mr. P.) BLACK (Mr. Y.)
Black much necessary freedom. B to Kt 3rd was good enough.

15. B takes B
16. R takes R (ch) Q takes R
17. Q to Q 3rd B to K 4th
18. P to R 3rd R to Kt sq
19. R to Kt 4th Q to K 2nd
20. R to Q sq B to K 3rd
21. Kt to Q 4th R takes P
22. Kt takes P Q to Q 3rd
23. Kt takes B Q takes Kt
24. P to R 3rd P to Q B 3rd
25. Kt to R 4th R to Kt sq
26. Q to R 6th B to Q 4th
27. Q takes R P R to K sq
28. Q to Q 4th Q to Kt 4th
29. P to Kt 3rd

A mistake: Q to Kt 4th ought to have at least saved the game, and possibly won it.

29. R to K 5th
30. Q to R 7th Q to R 4th
31. R takes B R to K 6th (ch)
32. K to R 2nd Q takes R
33. Q to Kt 8 (ch) K to R 2nd
34. P to Kt 4th Q to B 6th
White resigns.

As the war will mean an increased number of winter visitors to places possessing climatic advantages, the authorities of Bournemouth are laying themselves out for the season. The well-sheltered sea-front, splendid drives, parks, pine-woods, moorlands, golf-courses, and daily band concerts are amongst the attractions. Corridor restaurant-car trains run from London (Waterloo), also through trains from the Midlands and North.

We are very glad to learn that some of the British Officers whose portraits we gave in our Issue of Sept. 12 (on the authority of official casualty lists) as having been killed in action, are in reality still alive. The welcome news was inferred from the fact that a composite cheque signed by a number of officers who were prisoners of war in Germany had been received by Cox's Bank. Among the signatures were those of Colonel R. C. Bond, Captain W. E. Gatacre, Captain A. R. Keppel, Captain C. H. Achroyd, Captain A. G. Luther, Lieutenant C. H. Rawdon, Lieutenant G. C. Wynne, and Lieutenant J. B. Noel. These officers were among those whose portraits we gave as having been killed.

WILLS AND BEQUESTS.

THE will (dated Aug. 14, 1914) of THE HON. ANTHONY LIONEL GEORGE ASHLEY, of Audley Mansions, South Audley Street, uncle of the Earl of Shaftesbury, who died on Aug. 18, is proved by the Hon. Anthony Cecil Ashley, brother, and Edward A. Manisty, the value of the property being £56,329. The testator gives pictures to Lord Shaftesbury, Victoria Lady Templemore, Lady Mildred Allsopp, Lady Alia Chichester, and Lady Margaret Levett; £200 to Edward A. Manisty; £400 and £400 per annum to his nurse Louise Emma Maillard; £400 to his servant Maurice Weston; £100 to Nurse Alice Ware; £60 to his servant Woolley; £50 to Henry Holmes; and the residue to his brother and sister Anthony Cecil Ashley and Victoria Lady Templemore.

The will of MR. WARING FINCH, of Duncroft Lodge, Reigate, Surrey, who died on Aug. 26, is now proved, the value of the property being £69,501. The testator gives £1000 to his wife; £500 to his son Waring; £200 and property at Staines to his daughter Barbara Waring Jackson; £1000 to Grace Evelyn Jenkins; £300 to Mrs. Ethel M. Perkin; legacies to servants; and the residue to his wife for life, and then in trust for his son and daughter.

The following important wills have been proved—
Mr. John Railton, Alderley Edge, Chester . . . £68,688
Mr. George Benjamin Parkes, Haywood House, Hill, near Halesowen, Worcester . . . £47,085
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